



# 2015 EPA Tier 3 Exhaust Emission Compliance Statement 250DQDAA Stationary Emergency 60 Hz Diesel Generator Set

## Compliance Information:

The engine used in this generator set complies with Tier 3 emissions limit of U.S. EPA New Source Performance Standards for stationary emergency engines under the provisions of 40 CFR 60 Subpart IIII when tested per ISO8178 D2.

Engine Manufacturer:	Cummins Inc
EPA Certificate Number:	FCEXL0540AAB-030
Effective Date:	12/09/2014
Date Issued:	12/09/2014
EPA Engine Family (Cummins Emissions Family):	FCEXL0540AAB(B563)

## Engine Information:

Model:	QSL / QSL9 / QSL9-G7 NR3	Bore:	4.49 in. (114 mm)
Engine Nameplate HP:	464	Stroke:	5.69 in. (145 mm)
Type:	4 Cycle, In-line, 6 Cylinder Diesel	Displacement:	543 cu. in. (8.9 liters)
Aspiration:	Turbocharged and CAC	Compression Ratio:	17.8:1
Emission Control Device:		Exhaust Stack Diameter:	6 in.

## Diesel Fuel Emission Limits

### D2 Cycle Exhaust Emissions

	Grams per BHP-hr			Grams per kWm-hr		
	<u>NOx + NMHC</u>	<u>CO</u>	<u>PM</u>	<u>NOx + NMHC</u>	<u>CO</u>	<u>PM</u>
Test Results - Diesel Fuel (300-4000 ppm Sulfur)	2.8	1.7	0.07	3.8	2.3	0.10
EPA Emissions Limit	3.0	2.6	0.15	4.0	3.5	0.20
Test Results - CARB Diesel Fuel (<15 ppm Sulfur)	2.6	1.7	0.07	3.5	2.3	0.09
CARB Emissions Limit	3.0	2.6	0.15	4.0	3.5	0.20

The CARB emission values are based on CARB approved calculations for converting EPA (500 ppm) fuel to CARB (15 ppm) fuel.

**Test Methods:** EPA/CARB Nonroad emissions recorded per 40CFR89 (ref. ISO8178-1) and weighted at load points prescribed in Subpart E, Appendix A for Constant Speed Engines (ref. ISO8178-4, D2)

**Diesel Fuel Specifications:** Cetane Number: 40-48. Reference: ASTM D975 No. 2-D.

**Reference Conditions:** Air Inlet Temperature: 25°C (77°F), Fuel Inlet Temperature: 40°C (104°F). Barometric Pressure: 100 kPa (29.53 in Hg), Humidity: 10.7 g/kg (75 grains H<sub>2</sub>O/lb) of dry air; required for NO<sub>x</sub> correction, Restrictions: Intake Restriction set to a maximum allowable limit for clean filter; Exhaust Back Pressure set to a maximum allowable limit.

Tests conducted using alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels.